

# CHEVETTE

**It's whatever you want it to be.**

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**CHEVETTE.**  
**It's a sporty coupé,**  
**a family saloon,**  
**a handy estate—**  
**it's whatever you want**  
**it to be.**

It was only a matter of time before a motor manufacturer gave you a car that is perfectly suited for today's motoring needs.

A car that's small enough to park easily yet big enough for four people with luggage.

A car that's neither under-powered nor over thirsty.

A car that is as much a sports coupé as it is a family saloon and as much a saloon as it is an estate.

The Vauxhall Chevette has arrived. And none too soon. Of course, some other manufacturers offer three door cars but it's hard to think of one that balances sportiness, economy and space as successfully as the Vauxhall Chevette.

It's whatever you want it to be. It's the one car that's as versatile as you are. Now let's take a closer look at it...



## CHEVETTE.

### It's a sporty coupé

The first thing you notice about the Chevette is its sporty good looks. Clean. Uncluttered. Essentially youthful. It says excitement even before you turn the ignition key.

Sit in the car and start it up and you'll see that the excitement of the styling is only topped by the performance and handling of the car. The Chevette's gutsy 1256cc engine will pull from 0-60mph in 14.5\* seconds, from 50-70mph in 14.7\* seconds, and will cruise at 70mph as happily as the motorway is long. And with a top speed of 91mph\* you know you've got power in reserve for those unrestricted stretches on the Continent.

And it's at speeds like this when you'll really appreciate the Chevette's remarkably light yet positive rack and pinion steering. Its superb handling and roadholding. And its braking power. You've got a dual circuit, servo assisted system. At the front, large discs. At the rear, self-adjusting drums and a pressure proportioning valve that helps prevent the rear wheels from locking.

Add the easy-to-read instrumentation, the well positioned controls, the comfort of the reclining front seats, the ample leg and head room at the back and you'll see you've got all the fun of a coupé with the roominess of a family saloon.

And that brings us to the next point...

\*Autocar' Road Test 3.5.75





## CHEVETTE.

### It's a family saloon.

Although its sporty lines might suggest otherwise the Chevette is a family saloon that gives four big people the kind of head and leg room you've grown to expect from far larger cars.

But that's where the comparison with big cars ends. *In the 1975 Total Economy Drive, the Chevette squeezed 45.3mpg—that's Chevette economy for you.*

And when it comes to those creature comforts, so essential on long runs, the Chevette gives you more standard equipment: reclining front seats, generous sound-proofing, heated rear window, reversing lights, a deep front parcel shelf, 2 speed wipers plus intermittent wipe and electric screenwash, looped pile carpeting, radial tyres. Then there are the safety features that include anti-burst door locks, energy absorbing body, fascia and steering column. And if that isn't enough, the Chevette 'L' gives you even more. Features like cloth upholstery, a clock, a cigar lighter, opening rear quarter lights, a carpeted load deck and distinctive 'L' exterior trim.

You certainly get a lot for your money when you buy a Chevette.

And the story doesn't end there...

We're equally concerned about what you'll get when you sell it. That's why we give the Chevette an eleven stage body protection treatment that includes complete underbody seal.

But there's more to a family saloon than just the trade-in value. What do you do for instance, when you need to ship things about? The garden tools? Those plants from the nursery? The three months' supply from the freezer shop? The goods you can't wait to have delivered from the department store?

Turn the page and we'll show you.







**CHEVETTE.**  
**It's a handy estate.**

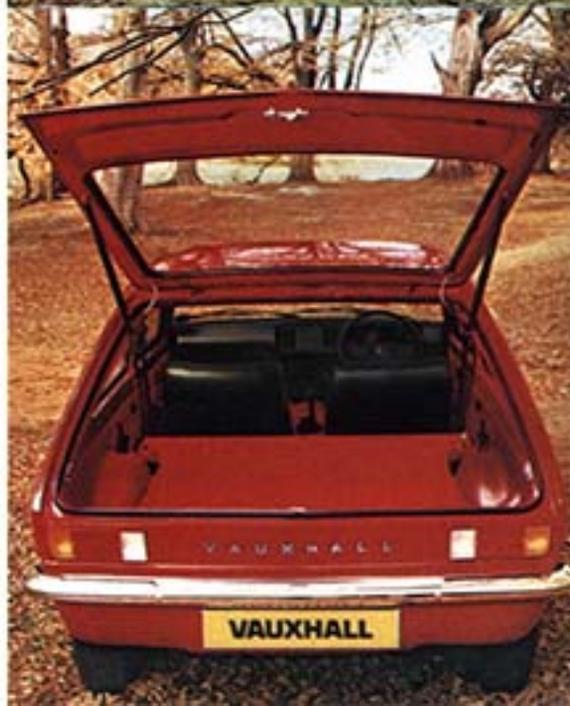
And handy is the word. How often have you been frustrated by not being able to get everything in the boot or on the back seat? After all, there are times when you need to move more than the family. And Vauxhall know it. That's why we gave the Chevette a tailgate.

It's down with the back seat and up with the tailgate and you have no less than 35.3 cubic feet of cargo space.\*

Even with the back seat in use you've got plenty of luggage space - 12.0 cubic feet to be exact. (That means space for the shopping and the dog!) And by space we mean full, flat floor space. The spare wheel doesn't get in the way - that's housed beneath the deck. There when you want it, out of the way when you don't. (Even the streamlined tailgate minimises the chance of dirt accumulating on the back window - is there no end to the well-thought-out ideas that have gone into the Chevette?)

So whether you need to move people in comfort, or luggage in style, you can count on the Chevette. It really is whatever you want it to be.

\*A.M.A. Cargo Volume Index.





## CHEVETTE.

### It's First Class travel.

You've got the message. The Chevette's comfortable. Really comfortable. So you don't end up like a wet lettuce at the end of a long run. (See how the fully reclining front seats are fashioned to give you real support.)

In the standard Chevette you get hard-wearing vinyl.

In the Chevette 'L'-the luxury of cloth seating.

And to keep your spirits high-you'll like the colours. Inside and out.

The chart on the right shows you the up-to-the-minute exterior and interior colour combinations available.

There's also a very fine heater and complete fresh air, through flow ventilation.

And just so your feet don't feel left out, the Chevette is snugly carpeted.



Huntsman Red

## Exterior Colours

Monaco White  
Ruby  
Volcano Red



Onyx

Yellow Gold  
Silver Starfire\*



Deerskin

Cedar Green Starfire\*  
Champagne Starfire\*  
Sun Glow



Viking Blue

Glacier Blue  
Riviera Blue Starfire\*

\*Starfire' paint is optional at extra cost.

## **CHEVETTE.** **It was only a matter of time.**

Four years ago the Chevette was just a gleam in a designer's eye. Today they're rolling off the production line. Here the Chief Designer for Vauxhall Motors describes the birth of the car.

It all started in '71. The idea to produce a smaller car wasn't totally new but this was the year when it was to happen. It wasn't going to be a mini car—we were going to go all out to produce a sporty yet practical Vauxhall, it would hold four people comfortably and have all the space in the back for luggage. Even then we were talking about having a tailgate. That way we knew it would end up as a highly versatile car—a sports coupé-cum-saloon-cum-estate.

The designers were asked to start along these lines. Each individual designer came up with sketches of the car. There were scores of them. Next we had the hard job of paring down these designs so that each designer ended up making a full size sketch of his best idea.

### **Taking shape**

Our engineering and interior design people were laying out



the seating ideas, establishing roughs of where the petrol tank would go, the size of the wheels, the pedal layout and so on. Eventually we homed in on one design, and all the designers and stylists started working together. (Up till then, there had been a healthy spirit of competition, but now Chevette was really taking shape.) We had a



car. Though we wouldn't have liked to bet that it would end up looking exactly like the drawings.

### **'Droop snoot'**

An example of how things can change: the first Chevette had more of a conventional grille and headlight arrangement. That was dropped in favour of the 'droop snoot' look after we discovered how much this had contributed to the wind tunnel performance of our prototype 120 mph Firenza coupé.

### **Sweetening it up**

Nevertheless, we never lost sight of our basic parameters. After two months we started on a full size clay model. The car was solid. You couldn't see through the windows. We put what we call Dinoc over the surface to make it look like paint; put black in the windows; chromed the bumpers with tin foil and in-

stalled real headlights and rear lights. At a distance you couldn't tell it from the real thing. We then put it on a turntable so that we could view it from every angle. And we lived with it for a month. Sweetening it up... getting the shape absolutely right.

Once we in the styling and design department were happy

with it, we invited other people to see it: management, engineers, marketing men and so on.

We then built what we call a seating buck. An 'Oscar'—a dummy model driver—sat in it so that we could measure interior space and clearances, and sited all the instruments, switches and controls in the safest, most



efficient positions.

A full size inner and outer fibreglass model was cast from the clay which was as near as you could get to the real thing. You could steer it, load it, park it, do everything but drive in it.

### **Power and torque**

By this time the design of the mechanics was now, of course, in full swing. In the case of the Chevette the engineering team knew they had to find the car an engine with enough power and



torque to make it nippy in traffic and fast on the open road. They knew they had to give the car the kind of responsive handling and positive roadholding that would match its performance. And do it all without sacrificing economy, comfort and above all reliability. (At Vauxhall we don't expect our customers to be saddled with doing our testing and proving for us.) So our engineers decided on our thoroughly proved and highly developed 1256 cc ohv engine. They selected General Motor's steering and suspension components already proven in actual

use. They were reliable and would ensure that the Chevette would more than live up to its good looks.

While the engineers were getting on with it, our interior designers were deciding on the finer points of the interior trim. Whether the instrument panel should have a clock or cigar lighter—that kind of thing. (In the



end we went for both in the Chevette 'L'. We wanted to be sure that this car was better than anything in its class).

#### Rigorous testing

By now, our engineering team had completed detailed working drawings of the car, inside and out. The optimum thickness of the body metal had been worked out. At last we were ready to



build a working prototype. To do this we first needed an exact replica in wood. That's the 'block' mould from which we shape the metal dies to make the first hand built prototype. Or rather, prototypes. We then put the Chevette in to what we call a 'product clinic'. Here the public were invited to inspect and comment on the car. This way we could check we were building the sort of car you wanted. We then built 15 or 16 Chevettes and put them through one of the most searching and rigorous testing programmes ever. A programme that included



punishment overseas in deserts, mountain ranges, snow and slush.

#### Comfort and safety

It also took them to Millbrook, our 700 acre proving ground in Bedfordshire. Here our engineers drove them over a million miles on every conceivable surface. To prove the car's reliability, comfort and safety. We crashed it into concrete blocks, soaked it in salt water, drove it at top speed night and day, tortured it rather than tested it. And came out on top. All that remained was for us to run off a number of pre-production models to make sure we were happy with the working of our assembly line.

The car is born. And are we proud...!

We've got a beaut...

Now it's over to you.

### Weights

#### Kerb weight.

Chevette 1865lb (845kg)

Chevette 'L' 1887lb (855kg)

#### Legal maximum trailer weight with brakes.

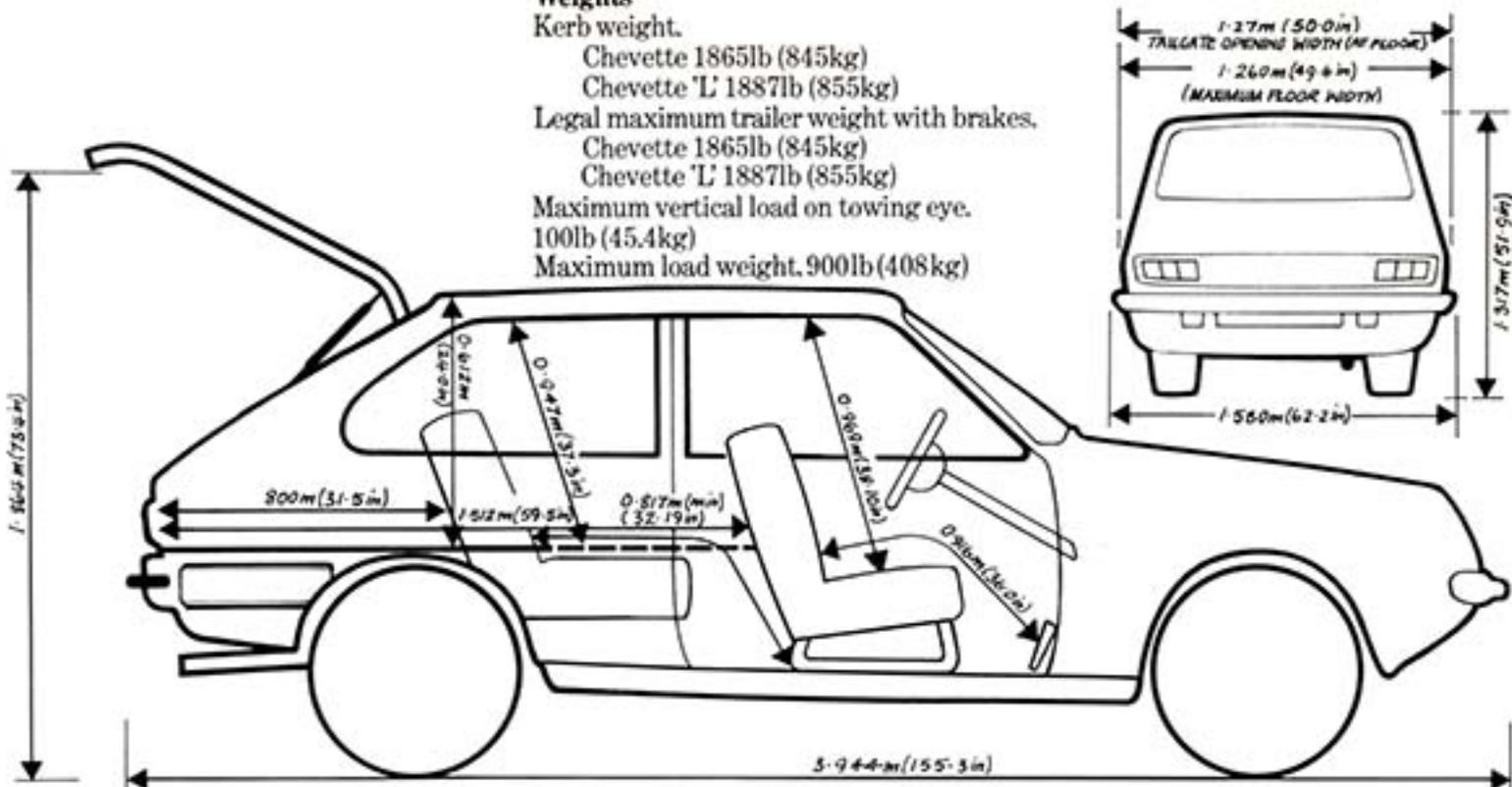
Chevette 1865lb (845kg)

Chevette 'L' 1887lb (855kg)

#### Maximum vertical load on towing eye.

100lb (45.4kg)

Maximum load weight, 900lb (408kg)



### CHEVETTE. It's beautifully protected.

Vauxhall's Quality Control Procedures ensure that every Chevette has the very highest standards of finish and durability. To start with its design virtually eliminates corrosive mud and water traps. Areas which become inaccessible after final assembly are extensively pre-treated and the body receives a phosphating process and a primer deep-dip as part of Vauxhall's unique 11-stage fight against the elements.

It also gets a complete underbody seal, up to 23 lbs. of it applied before the mechanical components are fitted and not just added at the end of the line. The chassis side-members are specially treated inside too.

Up to 7 gallons of protective primer and paint are applied in seven separate layers and the final coats of Magic-Mirror acrylic lacquer are hand sprayed to give a glazed durable surface that doesn't need polishing to keep a high lustre. But not only body shells get the Vauxhall treatment. Exhaust systems too are designed for long life through extensive use of aluminised steel.

### CHEVETTE. It's built-in safety.

Chevette safety is more than a matter of individual points. Much more, for instance than just crash padding added as an afterthought. Instead, it's the result of scientific research applied to the design of the car as a whole.

We try to keep you out of trouble.

After all, 'prevention is better than cure.' So Vauxhall safety starts with driver comfort. To help keep you relaxed, comfortable, alert and in better control, we gave the Chevette responsive rack and pinion steering, reassuring roadholding, anatomically designed seats, efficient heating/ventilation and powerful lights.

We've paid a lot of attention to the brakes—discs at the front, self-adjusting drums at the rear. For safety's sake they're dual-circuit. So if there's a loss of pressure in one of the hydraulic circuits, you'll still be able to stop. There's even a light on the facia to warn you of pressure loss and a pressure proportioning valve to help prevent the back wheels locking under hard braking.

What's more, our concern for your safety is expressed in many

details that might seem small at first. But are nevertheless important. For instance, we give you two-speed wipers. There's an 'intermittent wipe' action to clear drizzle and splashes. The screen-wash is efficiently electric. All minor controls are on steering column stalks, so you don't have to take a hand off the wheel. And the direction indicators have a lane-change position. There are also radial ply tyres and a heated rear window.

We protect you further. There are fitted front seat belts and rear seat belt anchorages. Safety catches that prevent the front seats being thrown forward. Anti-burst door locks. And a petrol tank that's tucked well forward under the boot to help protect it in the event of a rear end collision. Then, so that the car is more likely to crumple than you and your passengers, we build every Chevette with energy-absorbing front and rear ends and an immensely strong central structure. Also an impact-absorbing 'telescoping' steering column. A thickly padded facia and specially shaped windscreen header rail. Padded sunvisors. Impact-absorbing front seat backs. And a shatterproof, knock-away rear view mirror.

## CHEVETTE.

### It's a lot of car.

#### The Mechanics

- Engine.** 1256 cc (76,6 cu. in.) 4 cyl. ohv. Installed power 58.5 bhp (DIN) at 5600 rpm. Installed torque 68 lb. ft. (DIN) at 2600 rpm.
- Viscous drive fan for quieter running, minimum power loss and reduced fuel consumption.
- No running in. Engines are 'motored' in production to ensure full circulation of lubrication before running under their own power for initial 'bedding down' under controlled conditions during the critical first 10 minutes of engine life.
- Cold start coil gives increased spark for starting. Easy starting in sub-zero temperatures.
- 12 volt, 40 amp/hour battery. Negative earth system. Alternator maintains battery in good state of charge even at low speed.
- Easy accessibility. Engine components easily reached under wide bonnet.
- Emission control. Engine meets 1976 European levels.
- Fuel capacity. 8 gallons (36 litres).
- Transmission.** Clutch. Mechanical operation. Diameter: 7,25 in (184 mm).
- Gearbox.** 4-speed all-synchromesh with central floor mounted shift.
- Suspension.** Front. Independent with coil springs and anti-roll bar. Rear. Live axle with coil springs and anti-roll bar.
- Steering.** Rack and pinion. 3,5 turns lock to lock. Turning circle between kerbs: 30,2 ft (9,2 m).
- Brakes.** Front 9,37 in (238 mm) dia. discs. Rear. 7,87 in (200 mm) dia. self-adjusting drums. Vacuum-servo assisted brakes with dual-circuit system. Low fluid pressure and handbrake warning light. Pressure proportioning valve to rear brakes.
- Wheels and tyres.** 155SR x 13 radial tyres on 5 in rims.
- Proven reliability. When you buy a Chevette you're buying reliability. Components have been proved by General Motors

over millions of miles throughout the world.

#### Inside

- Reclining front seats with vinyl (Chevette) or cloth trim (Chevette 'L')
- Deep front parcel shelf.
- 2 front arm rests.
- Twin sun visors, plus document pocket for driver.
- Interior lamp with courtesy switches on front doors and separate switch on facia.
- Heater/ventilator plus two-speed fan.
- Sports steering wheel with column mounted switch for headlamp dip, headlamp flasher, horn and flashing turn and lane-change indicators and a further switch for two-speed/intermittent wipe windscreen wipers and electric screenwash.
- Heated rear window.
- Warning facia lights for ignition, main beam, oil pressure, brake fluid pressure/handbrake and turn indicators.
- Adjustable face-level air vents in facia and concealed air extraction vents at rear—giving you complete through-flow ventilation.
- Temperature gauge.
- Electric clock ('L').
- Cigar lighter ('L').
- Opening rear quarter vents ('L').
- Fitted carpeting. (The 'L' model also includes fitted carpeting on load deck).
- Front and rear ashtrays.
- Internal bonnet lock.
- Piston operated tailgate lift.
- Energy-absorbing 'telescoping' steering column.
- Shatterproof, knock away rear view mirror.
- Thickly padded facia.

#### Outside

- Radial tyres on wide rim wheels.
- Reversing lamps.
- External door mounted mirror.
- Full underbody seal and unique 11-stage body protection.
- Lower front grill moulding ('L')
- Double coach line ('L')

- Energy-absorbing front and rear ends and an immensely strong structure.
- Magic-Mirror acrylic lacquer finish.
- Choice of attractive colours, with matching interiors.
- Wraparound front and rear bumpers.
- Recessed rectangular head-lamps.

All illustrations are of the 'L' model only.

The information contained in this brochure was accurate at the date of going to press (May 1975). The Company, however, reserves the right, while preserving the essential characteristics of the models described and illustrated, to introduce at anytime modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every endeavour will be made to bring the brochure up-to-date from time to time, but in order to avoid any misunderstanding, any person interested should enquire of the Company, or their dealers or distributors, as to whether there have been any material alterations, since the date of issue of this brochure.

This brochure gives you the facts, the figures, the features of Chevette.

But no brochure can convey the actual feel behind the wheel.

So that you may experience Chevette in action from the driver's seat, your Vauxhall dealer invites you to take a test drive.

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**Vauxhall**  